

MARYLAND AVENUE
Washington
District of Columbia

HABS NO. DC-702

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
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HISTORIC AMERICAN BUILDINGS SURVEY

MARYLAND AVENUE

HABS No. DC-702

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Location: The right-of-way for this avenue originally began at the Potomac River near 14th Street, SW. Currently, the roadway originates near Seventh and C streets, SW. It is interrupted by the U.S. Capitol Grounds between First Street, SW, and First Street, NE. From there it continues in a straight line northeast to Florida Avenue at 15th and H streets, NE.

Owner/Manager: The right-of-way spanning from building line to building line is the property of the U.S. government; the paved roadways, sidewalks and the planted strips between are under the jurisdiction of the District of Columbia Department of Public Works. Stanton Square and most of the triangular reservations in the right-of-way are maintained by the National Park Service; medians and the other small reservations are managed by the District of Columbia.

Present Use: Almost half the right-of-way west of the Capitol is occupied by railroad tracks. Northeast of the Capitol, the roadway supports commuter and residential traffic.

Significance: Maryland Avenue has developed along the lines of L'Enfant's 1791 plan of the city, as a roadway with vistas to the Capitol. Because much of its historic character has been retained northeast of the Capitol, the segment between First and Eleventh streets, NE, has been included in the Capitol Hill Historic District.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of plan: 1791, L'Enfant plan; 1792, Ellicott Plan.

2. Initial and subsequent alterations:

1854: Improved from Seventh Street, SW, to the Potomac River.

1863: Railroad tracks built along southwest portion of the avenue leading to the Long Bridge, the only Potomac River crossing at the time.

1872: Avenue paved with stone from the Capitol Grounds to Florida Avenue, NE.

1915: Wide, landscaped medians laid down the center of the roadway between Sixth and 15th streets, NE.

B. Historical Context:

On Pierre L'Enfant's 1791 plan of the city, Maryland Avenue is the mirror image of Pennsylvania Avenue delineating the southeast side of the Mall and bisecting the Capitol Grounds. L'Enfant shaded in yellow three reservations along the avenue, indicating in his notes that each of these places was to be settled by residents of the various states and embellished with monuments to inspire subsequent generations.

On the map, the avenue originates at the Potomac River and extends northeast at 70 degrees to the U. S. Capitol. One block south of the Mall, at its intersection with Virginia Avenue, is a yellow-shaded square indicated as "No. 3"

(later designated Reservation No. 113). Three blocks north of this square, the avenue crosses over the canal one block south of the Capital Grounds. In the northeast quadrant its angle changes slightly to 63 degrees. The avenue intersects Massachusetts Avenue at a yellow-shaded square marked "No. 5" (later designated Reservation No. 15, Stanton Park). Several blocks north is an intersection marked with an "E," indicating it as the site for a grand cascade. One block south of the city limits is a yellow-shaded reservation indicated as "No. 7."

On Andrew Ellicott's plan of 1792, the avenue is almost identical to the L'Enfant Plan except that the angle between the Potomac River and the Capitol was changed to 73 degrees, northeast. The angle remains at 63 degrees from the Capitol to the city limits. All of L'Enfant's labels were deleted on Ellicott's plan. The route for Maryland Avenue crossed through several tracts of land that had been occupied and farmed prior to the areas selection as the site for the national capital. In the southwest quadrant, the right-of-way crossed a tract of land known as Cerne Abbey Manor, and towards the northeast boundary, it traversed two parcels, the Houpyard and the Nock. Notley Young, Daniel Carroll, George Walker, and Abraham Young, the owners of these tracts, agreed in 1791 to donate the land that fell within the planned right-of-way to the federal government.¹

This avenue was among the earliest to be developed in the new city. The Long Bridge, built in 1809 to span the Potomac River from the southern terminus of the avenue, provided the major route of access to Virginia.² Maryland Avenue also provided important access to the city from the northeast. At Boundary Street (Florida Avenue), the avenue forked into two major roads; the north route became the historic turnpike to Baltimore, Bladensburg Road, and the south route provided access to Benning Bridge, built around 1800 to carry traffic over the Anacostia River into Maryland. On the avenue, the portions near the Capitol and the waterfront developed first. In 1799, Robert Sewell bought several lots facing the avenue two blocks northeast of the Capitol. He purchased them from Daniel Carroll, who still owned large quantities of property on Capitol Hill. Sewell built a large brick home, using the older structure that occupied the property as his kitchen. Since he inherited a large estate elsewhere, he rented this house to Secretary of the Treasury Albert Gallatin. While Gallatin occupied the house it became a prominent gathering place for like-minded congressmen.

When the British invaded Washington in 1814, they entered the city over the Benning Road Bridge, which they then burned. Presumably they then continued along the undeveloped route of Maryland Avenue, which was on perfect axis with their next target, the U.S. Capitol. As they passed Gallatin's House, shots fired from its garden killed several of the invading soldiers. According to eyewitnesses, this attack prompted the soldiers--who had intended to burn only the federal buildings--to set fire to this house and a few of its neighbors, before moving on to ignite the Capitol.³

Meanwhile, Washingtonians at the southern end of the avenue could look up the Maryland Avenue vista to see the blazing Capitol as they fled across the

¹ McNeil, 42, 50.

² The Chain Bridge, erected north of Georgetown in 1797, was the only other bridge connecting Washington to Virginia before the 1833 construction of the aqueduct in Georgetown.

³ Eberlein and Hubbard, 42S-31.

Long Bridge to take refuge in Virginia. The Americans set fire to the west end of the Long Bridge to keep the British out of Virginia, and the British set fire to its east end to keep the Americans from returning to Washington. Both the Long Bridge and the Benning Road Bridge were rebuilt in the next decade. Because of damaging floods and ice floes, the Long Bridge needed constant repair and was replaced several times throughout the century.

Although many of the city's avenues were sorely neglected in the early nineteenth century, Maryland Avenue's vicinity to the Capitol and its connection to two major bridges prompted congressionally funded improvements as early as the 1830s. Throughout the ensuing decades, piecemeal projects were undertaken to improve the stretch of the avenue between the Capitol and the Potomac River. In 1857 Maryland Avenue was among the four important avenues in the city that had at least been partially graded and opened.⁴

The Boschke Map of 1857-61 shows moderate development along the segment of the avenue between the Long Bridge and Fourth Street, SW, and scattered buildings facing the avenue all the way to the city limits, although the roadway was probably unpaved north of the Capitol. During the Civil War the improved southwestern end of the avenue and the Long Bridge were important assets for the Union for the transport of troops and supplies. To ease transport during the war, in March 1863, Congress authorized the Alexandria and Washington Railroad Company to extend its track from Long Bridge, along Maryland Avenue to the Capitol Grounds.

The war transformed Washington into the headquarters for the Union forces, and civic improvements were largely halted in deference to the crisis. Government land intended for recreational "oases" became encampment sites for troops mustered to protect the capital city. One improvement made to Maryland Avenue during the war, however, was the 1863 installation of gas lamps on that segment extending northeast from the Capitol Grounds to Sixth Street, NE, perhaps for the safety of the Union's decision makers in the capital-turned-war-zone.

When the war was over, the Office of Public Buildings and Grounds (OPB&G), under the authority of the Army Corps of Engineers, was formed to oversee the improvement of the city's avenues and the many open spaces created by L'Enfant's superimposition of diagonals over a grid system. In 1868, chief of the OPB&G Brig. Gen. Nathaniel Michler wrote:

Maryland Avenue, one of those most constantly used, leads northerly on the direction of Benning's Bridge. Immediately in the vicinity of the Capitol, it has been graded and graveled, but still a large amount of work is required to place it in good repair as far as the city limits. At times it is almost impassable. In that portion towards the Long Bridge it constantly needs repairs.⁵

In his request for funds to improve the park at the intersection of Maryland and Massachusetts avenues, Michler noted that it was among several reservations in a region "east of the capitol and hitherto much neglected portion of the city as far as the general government is concerned." He noted the beginning of the post-war

⁴ Report of the Commissioner of Public Buildings, 725.

⁵ Annual Report . . ., 1868, 13.

building boom in the area writing that "extensive changes have taken place there in the last few months; streets have been opened, and graded, gutters paved, curbs set, pavements laid and many houses are being built."⁶ As Washington's population doubled following the war the already insufficient infrastructure was further strained. In an effort to improve the city, Congress installed a territorial government in 1871, and the Board of Public Works, under Alexander Shepherd, began paving and grading miles of unimproved streets and avenues. An 1872 map showing the Board's progress indicated that no improvements were slated for the southwestern end of the avenue, perhaps because development was hindered by railroad tracks laid down the center of the road from Seventh Street, SW, to the Potomac River. Northeast of the Capitol, however, a project was undertaken to pave Maryland Avenue with stone from the Capitol to the city limits at Boundary Street, NE (later Florida Avenue). By the time the territorial government dissolved in debt and scandal in 1874, however, this project was either incomplete or was very poorly executed, because an 1881 paving map produced by the city Board of Commissioners indicates that Maryland Avenue was paved only with gravel throughout the northeast quadrant.

Despite its inferior roadway, the entire length of the avenue was lined with maple trees planted in the strip between the curb and the sidewalks, and residences continued to fill the empty facing lots. By 1876 the OPB&G had erected a post-and-chain fence around the triangular park within the federal land at Second Street and planted it with flowering shrubs and ornamental trees. The large rectangular park at the intersection of Massachusetts Avenue, called Stanton Square, was completely landscaped in 1879 and featured flowerbeds, ornamental fountains, and an equestrian statue of Revolutionary War General, Nathaniel Greene. A public school was erected on the south side of Stanton Square in 1879, and by 1884 between the Capitol and Stanton Square the avenue was lined with houses and featured three improved parks. Development continued northeast of the square in the next few decades, and by the turn of the century, the avenue was almost completely lined with simple, moderately sized three-story rowhouses.

To beautify the avenue, the OPB&G gradually improved the triangular reservations located at each acute-angled intersection. To prevent nearby residents from illegal use of the land that had yet to be improved, in 1898 and 1900 the OPB&G placed square blocks inscribed with the letters "U. S." at each corner. As funds became available, these reservations were then systematically enclosed with uniform cast-iron post-and-chain fences and planted with grass, trees, and flowers. In 1915 a wide median was installed down the center of the avenue between Stanton Park and Florida Avenue, and it, too was embellished with ornamental plantings.

Although these landscaped medians were reduced to narrow brick strips when the roadway was widened, this section of the avenue has changed little since it was first developed. Because the majority of the original structures remain in place, the avenue is included in the National Register of Historic Places Capitol Hill Historic District.

Southwest of the Capitol, the avenue developed quite differently. By 1903 the region west of Twelfth Street was occupied by a rail yard, and the tracks ran along Maryland Avenue between the Potomac River and Seventh Street, SW. At Seventh Street, the tracks crossed the avenue and turned north to the Mall.

⁶ Annual Report . . ., 1867, 523-24.

Between Seventh Street and the Capitol, the roadway was paved with cobble and asphalt and was lined with modest rowhouses. Although L'Enfant had envisioned a large ornamental square at the intersection of Maryland and Virginia avenues, the space remained vacant and unimproved. In 1886 OPB&G officer, Col. John M. Wilson lobbied for its improvement writing: "This section of the city is now being improved by private enterprise, a number of dwellings having been recently erected, and I have been urged by property owners in the vicinity to improve this reservation."⁷ West of Seventh Street many reservations were occupied by railroad tracks and were never improved as parks; jurisdiction of many of these illegally occupied federal reservations was officially turned over to the railroad companies around the turn of the century.

In addition to the intrusion of railroad tracks, development of this segment of the avenue was further impeded by the fact that it ran through the city's infamous southwest quadrant. Historically referred to as "the island," this quadrant was separated both physically and socially from the rest of the city, first by James Creek, then by the James Creek Canal and the railroad. Furthermore, it featured few of the grand elements that characterized the L'Enfant Plan. Although Virginia Avenue was designed to afford a view of the Washington Monument, and Maryland Avenue offered a vista of the Capitol, neither had been developed as tree-lined boulevards because of the railroad tracks laid within their rights-of-way in the late nineteenth century. By the middle of the twentieth century, most of the southwest quadrant was known for crime, disease, and urban blight. Rehabilitation plans were proposed throughout the 1930-40s, and by the 1950s, city planners--fueled by the ideas of Swiss architect and planner Le Corbusier--recommended replacing the aging city fabric with modern high-rise buildings. The expansive proposition included an elevated Tenth Street that would form a new avenue into the southwest, bridging over the divisive railroad tracks and the historic right-of-way of Maryland Avenue.

After reaching a compromise that included new high-rise development while preserving some of the area's historic scale and character, bulldozers began clearing the southwest quadrant in 1954. The massive project continued into the next decade and changed the face of Southwest beyond recognition. Although redevelopment was initiated to improve housing in the city, the section north of the proposed freeway corridor along the former right-of-way of E Street was designated for large office buildings. Since this period, each block of the avenue between the overhead Tenth Street walkway and Third Street received its own large modern office building. Unlike the office buildings in the northwest quadrant that filled in every possible square foot within the legal building lines, most of the buildings along Maryland Avenue have unique shapes and setbacks, and landscaped grounds. West of Seventh Street, the original right-of-way of the avenue is accessible only to trains, but a massive structure designed by Arthur Cotton Moore now under construction at the base of the old avenue near the Potomac River seeks to restore the planned vista of the Capitol. Called "the Portals," this building was designed with the Maryland Avenue axis in mind and features a long, open promenade above the railroad tracks in the former right-of-way.

PART II. ARCHITECTURAL INFORMATION

⁷ Annual Report . . . , 1886, 2081.

A. Overall dimensions:

1. Width: The right-of-way is 160'-wide from building line to building line.
2. Length within city limits: The remaining roadway is about 0.5 miles long southwest of the Capitol; it is approximately 1.4 miles long between the Capitol Grounds and the historic boundary at Florida Avenue.

B. Elements within the right-of-way:

1. Roadway: Maryland Avenue, SW, extends southwest from the Capitol to Seventh Street. It supports two lanes of traffic each way, and parallel parking, except in the block southwest of the Capitol which has several rows of angle parking in the roadway. Maryland Avenue, NE, features two lanes each of two-way traffic. Narrow brick medians containing traffic signals and signs run down the center of the roadway from Sixth Street to Florida Avenue. Jurisdiction of the medians was transferred to the District of Columbia November 6, 1958.
2. Sidewalks and street trees: Southwest of the Capitol, wide sidewalks flank the roadway and include parking meters and traffic signs. Northeast of the Capitol, wide brick and concrete sidewalks are separated from the roadway by sodded strips planted with a continuous row of street trees that forms a canopy over the roadway. These strips also support highway lamps and signs.
3. Major reservations:
 - a. The avenue stretches from the northeast corner of Reservation No. 113, numbered with the Virginia Avenue reservations (See HABS No. DC-712).
 - b. Maryland Avenue traffic is diverted counter-clockwise around Stanton Park, Reservation No. 15 (See HABS No. DC-686).
4. Smaller reservations: Most of the smaller reservations along Maryland Avenue, NE, remain intact since their enumeration in 1894. Few remain south of the Capitol. Those that have been severely altered or destroyed are described by their original locations. Unless otherwise marked, the listed reservations are managed and maintained by the National Park Service. The current descriptions are derived from a survey undertaken in summer 1990.
 - a. Reservation No. 197: North of the avenue, west of Twelfth Street, south of D Street, SW. Although this triangle was officially identified as federal property by 1884, it was transferred to the District Commissioners February 12, 1901, because it was occupied by railroad tracks and could not be used as a park.
 - b. Reservation No. 198: South of the avenue, east of Tenth Street, north of D Street, SW. This reservation, officially recognized in

1884, was occupied by railroad tracks by 1887 and formally transferred to the railroad February 28, 1903.

- c. Reservation No. 199: North of the avenue, west of Ninth Street, south of C Street, SW. This reservation was transferred to the District of Columbia February 12, 1901. It was returned to OPB&G jurisdiction on April 20, 1910 but was transferred back to the District June 24, 1965.
- d. Reservation No. 200: South of the avenue, east of Seventh Street, north of C Street, SW. This reservation was transferred to the District Commissioners June 30, 1969. It is now entirely paved with concrete and is the site of escalators leading down to the L'Enfant Plaza Metro Station.
- e. Reservation No. 201: South of the avenue, west of Third Street, north of Independence Avenue, SW. This freestanding triangle was recognized as early as 1872 but was not graded and sodded until 1901. It is now encompassed within the Mall.
- f. Reservation No. 202: Middle of the avenue at First Street, SW. This circular reservation at the base of the Capitol Grounds became the site of a statue honoring assassinated President James A. Garfield in 1887. The 9'-tall standing portrait sculpted by John Quincy Adams Ward was erected by the Army of the Cumberland. The site is currently managed by the Office of the Architect of the Capitol.
- g. Reservation No. 203: South of the avenue, east of First Street, north of A Street, NE. This triangular reservation was probably the first to be improved on the avenue. By 1876, it was surrounded by a post-and-chain fence and featured gravel walks, ornamental trees, and flowering shrubs. It was transferred from the park system on November 10, 1930 for the construction of the Supreme Court building.
- h. Reservation No. 204: North of the avenue, west of Second Street, south of Constitution Avenue, NE. This triangular reservation was improved during the 1880s when it was planted with grass and a flowerbed and enclosed with a post-and-chain fence. In 1957 it was divided into two sections by a roadway. The west portion is sodded and delineated from the concrete-paver sidewalk by quarter-round concrete coping. An ivy bed lines the west border where a tall wall divides it from the property of the American Civil Liberties Union. The east portion is asymmetrically landscaped with a wide concrete path and paved area delineating well-maintained flower and shrub beds and sodded areas. Backless concrete-support wood-slat benches line the path.
- i. Reservation No. 205: South of the avenue, west of Third Street, north of Constitution Avenue, NE. Although this triangular

reservation was officially identified in 1872 it was not improved until the 1880s when it was enclosed with a post-and-chain fence, graded, sodded, and planted with a flower bed. In 1957, it was divided into two smaller sodded triangles by a road connecting Constitution and Maryland avenues. The east portion now features one large shade tree and a flower bed and is surrounded by a concrete perimeter walk. The west portion features a brick sidewalk along Maryland Avenue, a shade tree, and a long flower bed.

- j. Reservation No. 206: North of the avenue, south of D Street, NE. This triangle abutting City Square No. 863 was officially identified by 1884 and improved in 1900. Today it is sodded and surrounded by quarter-round coping and brick perimeter sidewalks and sodded street tree strips. An S-shaped gravel path runs through the park and three metal-frame and wood-slat benches face southeast onto the avenue. It is planted with one ornamental cherry tree and two hollies.
- k. Reservation No. 207: South of the avenue, west of Eighth Street, north of D Street, NE. This triangular reservation was officially identified in 1884 and first improved around the turn of the century. The sodded park is now surrounded by quarter-round coping with corner posts, brick perimeter walks, and sodded street tree strips. A cracked concrete path runs along the east side between the reservation and the abutting four-story apartment building. It is planted with two shade trees.
- l. Reservation No. 208: North of the avenue, west of Ninth Street, south of E Street, NE. Officially identified in 1884, this reservation was enclosed with a cast-iron post-and-chain fence and planted with trees in 1904. The grass in this sodded triangle is now growing into the surrounding brick perimeter walks. Four metal-frame wood-slat benches face east onto a concrete paver path running along the west side of the park. Low shrubs are planted between the benches and the tall evergreen hedge belonging to the abutting property.
- m. Reservation No. 209: South of the avenue, east of Tenth Street, north of E Street, NE. Officially identified in 1884 as a triangular reservation abutting City Square No. N962, it was initially improved in 1901 when it was graded and planted with grass and shrubs. It is now divided by Tenth Street into two pieces. The west triangle is paved with concrete. The east quadrilateral features a central round paved area with four types of playground equipment. This paved area is level with E Street but is approached from the concrete sidewalk along Tenth Street and the brick sidewalk along Maryland Avenue by wide wood and asphalt steps. A low evergreen hedge surrounds the park and a chain link fence runs along the east property line. A "U. S." marker remains in the northeast corner.

- n. Reservation No. 210: North of the avenue, east of Eleventh Street, south of F Street, NE. Officially identified in 1884, this freestanding reservation was not improved until after the turn of the century. This large park now features a sunken play area in the northwest corner with a wood-post retaining wall and playground equipment. A sunken round paved area in the southwest corner with three concrete and wood backless benches is approached by several steps. The rest of the park is sodded, and three "U.S." stones mark the corners.
 - o. Reservation No. 211: South of the avenue, east of Twelfth Street, north of E Street, NE. Officially identified in 1884, this triangle abutting City Square No. 1006 was fully improved with coping and a flower bed by 1927. It is now sodded and surrounded by quarter-round coping, brick and concrete perimeter sidewalks, and sodded street tree strips. A badly cracked sandstone walk runs along the east property line and an original "U.S." reservation marker remains in the northeast corner. Several shrubs are planted on the east side of the park and a large angled stone marks its most acute angle.
 - p. Reservation No. 212: North of the avenue, south of G Street, NE. Officially identified by 1884, this triangular reservation abutting City Square No. S1027 was surrounded by a post-and-chain fence in 1904. It is divided into two parts by a street. The west quadrilateral portion has been enclosed with the private property of the abutting residence, and is planted with an extensive, but unkempt, garden featuring various trees and shrubs. The east triangular section is sodded and has a perimeter sidewalk only on the southeast side. Several large trees are planted throughout, and a Millet lamppost stands on the north side.
 - q. Reservation No. 213: South of the avenue, west of 14th Street, north of G Street, NE. This freestanding triangular reservation was officially identified in 1884 and by 1903 was enclosed with a post-and-chain fence. It is now divided into two sections by a roadway. The west section is entirely paved with concrete. The east, triangular portion has concrete perimeter sidewalks and sodded street tree strips. A concrete path runs through the park from the Maryland Avenue side to the G Street side; several yucca plants grow on the west side of the path.
- 5. Buildings: The U.S. Capitol stands within the axis of this right-of-way.
 - 6. Front yards: North of the Capitol, the avenue is lined with front yards enclosed and landscaped by occupants of the abutting residences.
- C. Framing elements: The right-of-way is largely undefined south of the Capitol where the buildings have unconventional setbacks. North of the Capitol, three-and four-story rowhouses clearly define the right-of-way.
- D. Vistas: The U.S. Capitol dome is visible from most places on the avenue both from

the northeast and southwest, although much of the avenue to the southwest is inaccessible. The Garfield Statue in Reservation No. 202 forms a terminus to vistas along Maryland Avenue, SW and the equestrian statue in Stanton Square, Reservation No. 15, creates a focal point for approaches on the avenue from both directions.

PART III. SOURCES OF INFORMATION

A. Maps:

Army Corps of Engineers. "Map of the City of Washington showing the Public Reservations Under Control of the Office of Public Buildings and Grounds." 1884, 1887, and 1894.

Board of Commissioners. "City of Washington Statistical Map Showing the Different Types of Street Trees." 1880.

Board of Public Works. "Exhibit Chart of Improved Streets and Avenues." 1872.

Boschke, A. "Topographical Map of the District of Columbia surveyed in the years '57, '58, and '59."

Ellicott, Andrew. "Plan of the City of Washington." 1792.

Hopkins, G. "Map of the District of Columbia from Official Records and Actual Surveys." 1887.

L'Enfant, Pierre Charles. "Plan of the City of Washington." 1791.

Toner, Joseph M. "Sketch of Washington in Embryo." 1874.

B. Early Views:

ca. 1880: Photograph shows a train crossing the avenue on grade between Sixth and Seventh streets, SW (Belanger).

ca. 1889: Print showing the entrance to Long Bridge at the base of Maryland Avenue, SW (Moore, 51).

1927-29: Photographs were made of each reservation during a citywide survey (reservations under NPS jurisdiction are in the NPS Reservation Files; photographs of the reservations transferred to the District of Columbia are in the HSW Reservations Collection).

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National Park Service
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PART IV. PROJECT INFORMATION:

The Plan of Washington, D.C., project was carried out from 1990-93 by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division, Robert J. Kapsch, chief. The project sponsors were the Morris and Gwendolyn Cafritz Foundation Inc. of Washington, D.C.; the Historic Preservation Division, District of Columbia Department of Consumer and Regulatory Affairs, which provided Historic Preservation Fund monies; the National Capital Region and its White House Liaison office, NPS; and the National Park Foundation Inc.

HABS historian Sara Amy Leach was the project leader and Elizabeth J. Barthold was project historian. Architectural delineators were: Robert Arzola, HABS; Julianne Jorgensen, University of Maryland; Robert Juskevich, Catholic University of America; Sandra M. E. Leiva, US/ICOMOS-Argentina; and Tomasz Zweich, US/ICOMOS-Poland, Board of Historical Gardens and Palace Conservation. Katherine Grandine served as a data collector. The photographs are by John McWilliams, Atlanta, except for the aerial views, which are by Jack E. Boucher, HABS, courtesy of the U.S. Park Police - Aviation Division.